

Montana and the Sky

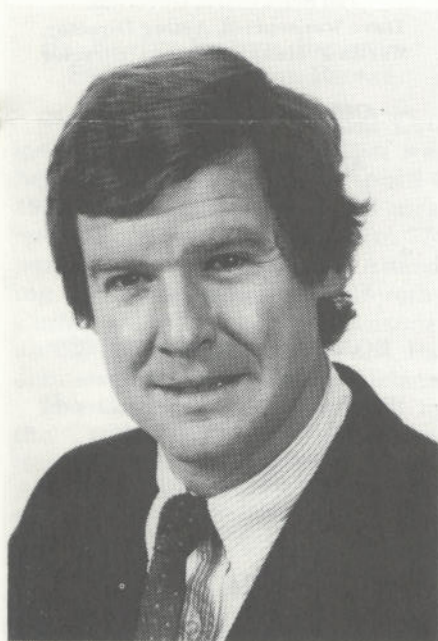


Vol. 32, No. 5

MONTANA AERONAUTICS DIVISION

May, 1981

Buchanan Named Director



Gary Buchanan, 32, has been appointed by Governor Schwinden as the Director to the newly created Department of Commerce. Mr. Buchanan is currently orchestrating the transition from the Department's of Community Affairs, Business Regulation and Professional and Occupational Licensing into the Department of Commerce. The new

department will be fully implemented 1 July 1981.

Mr. Buchanan, originally from Iowa City, Iowa, functioned as a municipal and corporate bond specialist with Merrill Lynch in Billings for several years before moving to Helena.

He has a Bachelor's degree in sociology and has done graduate work in public affairs at the University of Colorado.

He has also worked as project director and research associate at the Center for Action Research, Boulder, Colorado, as a special projects director for the Montana Board of Crime Control and was the Yellowstone County co-coordinator for Governor Ted Schwinden's campaign.

We welcome Gary on board and look forward to working with him.

Montana Pilots Association Convention

"The Good Old Days of Flying" is the theme of the Montana Pilots Association 1981 Convention at Glasgow on June 12, 13 and 14, 1981.

Paul Soderlind, the featured speaker at the Saturday awards banquet, will speak on "The Lighter Side of an Airline Pilot's Life." A native Montanan, Paul began flying at an early age and has flown approximately 190 different types of aircraft, including the 747.

Dave Sclair is scheduled to give the Saturday luncheon speech. Dave is

the publisher of the Western Flyer and a real friend of general aviation.

A highlight of the convention will be a tour of Valley Industrial Park, formerly the Glasgow Air Force Base, where Boeing has been training flight crews. VIP is also the staging area for the Northern Border natural gas pipeline.

Each year at the convention the MPA presents awards to deserving MPA pilots. The five award categories are:

1. Senior Pilot of the Year
2. Junior Pilot of the Year
3. Outstanding Pilot of the Year
4. Bill Mathews Award (for physically handicapped pilot)
5. Bent Prop Award (for the humorous incident or accident this past year)

If any MPA member has someone in mind that would be deserving of one of the awards please send your nomination to: Frank Stoltz, P.O. Box 1105, Miles City, MT 59301, or Dr. John Stephan, 845 3rd Avenue East, Kalispell, MT 59901.

Included in the nomination should be the individuals flying career or justification of why they should be considered for one of the awards. Deadline for receipt of the nominations is 1 June 1981.

Doug Campbell, Chairman of this year's convention, has put together a real fine program. If you have not registered yet and would like to, registration forms are available from Terry Archambeault, 903 5th Avenue South, Glasgow, MT 59230.

See you there!

Administrator's Column

The Montana Aeronautics Board has been advised by Senator Melcher that the Federal Aviation Administration Airport Engineering Field Office in Helena will remain open.

The FAA has been attempting to close both the Helena and Bismarck Airport Engineering Field Offices since last fall.

The attempted closures were strongly opposed by the Montana Aeronautics Board and the North Dakota Aeronautics Commission. Governor Schwinden actively supported the Board opposition.

Based on testimony from engineering firms and airport managers and studies presented at numerous hearings, the FAA proposed consolidation into their Denver headquarters would result in a serious degradation of service and increase the costs of airport development in Montana. Senator Melcher, through joint efforts of Senator Andres of North Dakota and the other Montana Congressional delegation, led an extensive fight to persuade the FAA to abandon their closure plans.

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The Montana Aeronautics Board held a hearing on April 9 to review an application for a Certificate of Public Convenience and Necessity from Minute-man Aviation who proposes to fly a scheduled route between Missoula-Challis-Boise five days a week.

The Board will review the hearing officer's findings and take action during its next meeting on May 14 to approve or disapprove the certificate.

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There has been concern expressed from the community of Kalispell regarding the federal administration's proposed cut of the 406 subsidy program. Under the provision of this program Republic Airlines receives federal subsidy to fly from Spokane to Kalispell on a scheduled basis. Should this subsidy program be discontinued it is likely that Republic will stop service to that community.

The Airline Deregulation Act calls for a gradual and orderly phase out of this type of program between 1983 and 1985.

Both the Governor and the Aeronautics Board have contacted the congressional delegation and the Civil Aeronautics Board in efforts to prevent the accelerated termination of this program.

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The Aeronautics Division will be placed in the Department of Commerce effective July 1, 1981. The 1981 legislature passed Senate Bill 432 which consolidates the Departments of Business Regulations, Community Affairs and Professional and Occupational Licensing into the newly created Department of Commerce.

A further consolidation is proposed within the Department of Commerce by placing the Rate and Litigation Bureau, Rail Planning Unit, Transit Assistance Bureau, and the Aeronautics Division into a Transportation Division as Bureaus. The Transportation Division was authorized by passage of House Bill 854 by the 1981 legislature. Details of this consolidation have not been formulated at this time.

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DEPARTMENT OF
COMMUNITY AFFAIRS

Ted Schwinden, Governor
Dave Wanzonried, Acting Director
Martin T. Mangan, Deputy Director

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Phone 449-2506

Box 5178

Helena, Montana 59604

Michael D. Ferguson
Administrator

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Creative Press

Aerospace Education



By: Evelyn Sedivy, Supervisor
Safety & Education Bureau

The 14th annual National Congress on Aerospace Education was held in San Antonio, Texas, April 2-4, 1981. The Congress was the most successful ever with more than 750 participants in attendance. Attending from Montana were Dorothy Curtis, Billings; JoAnn Eisenzimer and Marsha Eagan, Great Falls; Pat Johnson and Evelyn Sedivy, Helena.

The Congress is co-sponsored by the Federal Aviation Administration, National Aeronautics and Space Administration, and Civil Air Patrol for aerospace education leaders from education, government, and industry. The program is conducted to develop an awareness of the issues and activities in aerospace, both nationally and internationally, so that participants may return to their sphere of influence and share information gathered with their contemporaries.

General James H. Doolittle, USAF (Retired), leader of the famed "Tokyo Raid" against Japan in WWII; Brigadier General Charles Yeager, USAF (Retired), the first man to fly faster than the speed of sound; and Dr. Paul

Garber, Historian Emeritus of the Smithsonian National Air and Space Museum, were among the dignitaries present. The keynote speaker was George H. Gay, the only survivor of Torpedo Squadron in the Battle of Midway in WWII, and for 30 years a pilot for TWA.

Also included in the program were a number of group discussions, seminars, and other sessions devoted to a variety of topics. Field trips to five aerospace facilities in the San Antonio area were scheduled as part of the overall program.

New 99s Officers

The Montana Chapter of the 99s met for their monthly meeting at Gallatin Field, Belgrade, on April 11. The new officers recently elected were installed. They are Pat Johnson, Helena, Chairman; Nancy Larsen, Billings, Vice-Chairman; Darlene Olson, Clinton, and Mary McKamy, Billings, Co-Secretaries; and Sandy Ellis, Great Falls, Treasurer.

The 99s is a prestigious international organization carrying considerable influence in aviation activities around the nation. The Montana Chapter is striving to upgrade itself after several years of inactivity. In defining the goals and purposes of the organization several future activities and projects were considered by the Montana Chapter. All activities are designed to help and promote general aviation within the state. Specific activities will be selected at the next meeting.

In attendance were Pat Johnson and Evelyn Sedivy, Helena; Sandy Ellis, Great Falls; Kay Roam, Mary McKamy, Dorothy Curtis and Nancy Larsen, all of Billings; Vivian Schrank, Jordan, and special guests Winifred Lovelace and Kay Widmar, former 99s members from Bozeman, and Linda Marshall, prospective member.

Women pilots interested in attending any of the monthly meetings may contact Evelyn Sedivy at the Aeronautics Division for further information.

Montana Winners in Space Shuttle Contest

By: Russ Larson, Director
Aerospace Education Workshop,
Kalispell

On March 18, five very excited Montana high school students and their instructors were flown to the NASA Ames Research Center near San Francisco, California. These students developed winning experiments that could be carried out aboard the Space Shuttle.

This contest was sponsored by NASA and the National Science Teachers Foundation. Montana students did exceptionally well having five of the twenty students chosen from ten northwestern states.

After presenting their proposed experiments to a panel of scientists at Ames, the students received helpful suggestions for improving their experiments. The students were then given time to improve the proposals and resubmit them for national judging. Ten experiments will then be chosen from two hundred throughout the country. These ten experiments will actually be performed on board the Space Shuttle.

The regional winners and their teachers from Montana were: Mike Chapman, Billings, (Mr. Gerald Raab); Laura Molsberry, Wolf Point, (Mr. Bob Waldron); Tom Ritzdorf, Shelby, (Mr. Duane Gripenray); Shawn Osler, Sunburst, (Mr. Larry Fauque); Doug Tolbert, Kalispell, (Mr. Russ Larson).

Temporary Certificates

If your temporary airman certificate is nearing the end of its 120-day life and you haven't received a permanent license from the FAA, don't fret. The agency has extended the life of temporary airman certificates to 180 days for certificates issued until this July, when it expects to clear up a backlog of applications. Take your temporary certificate to any FAA Flight Standard District Office (FSDO) or your flight examiner for an extension from 120-180 days.

Spring Airport Maintenance

With summer almost here, it's time to get out and spruce up your local airport. Flying clubs, pilot and civic organizations can often be enlisted to help out on such a project.

Here are some maintenance items which may need attention on your airport.

1. If your airport is paved, check for and repair any pot holes or cracks that may have appeared. How about the runway markings, could they use a coat of paint?

If you have a turf or stabilized runway, now is the time to blade off those big clumps or grass, re-seed and roll the runway while there is still some moisture in the ground.

2. How does the windsock look? If it's frayed and torn, now is the time to replace it. The Aeronautics Division sells bright orange 18 and 24 inch diameter windsocks for \$20.00 and \$31.50 respectively. Please measure the diameter before ordering. Oh yes, while you're at the wind standard, don't forget to grease the bearings and give the standard and segmented circle a coat of paint. If you have a lighted wind cone be sure to replace any burned out bulbs.

3. Snow plows can raise havoc with runway and taxiway lights. The Aeronautics Division carries a stock of parts for runway lights including bulbs for low, medium and high intensity fixtures. We also have retro-reflective markers for marking unlighted areas for night use and an assortment of beacon and VASI bulbs. Jerry Burrows, our Aviation Representative, will be happy to help you with your lighting equipment needs.

4. Tiedown areas seem to require a great deal of maintenance. Now is the time to check the anchors, replace the ropes or chains and paint around them for easy recognition.

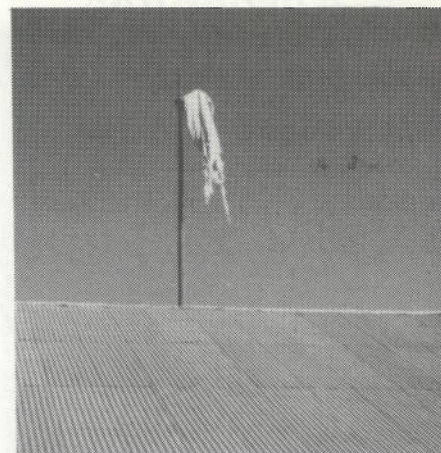
5. Winter takes its toll on perimeter fences, gates and signs. Be sure to repair them.

6. How is your airport beacon working? When was the last time you changed the bulb, cleaned the lenses or oiled the motor? This is another

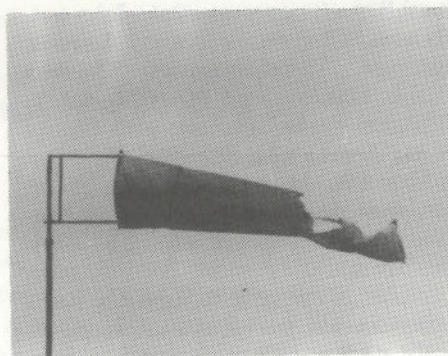
important item on your spring maintenance list. We stress the importance of servicing your beacon at least twice a year. We've found that the older beacons have a much greater range than the newer ones. A small amount of maintenance on the older beacons should keep them running indefinitely. We carry some replacement parts and have technical manuals available. We'll be happy to inspect your beacon when we're in the area if you let us know in advance.

7. A general cleanup of weeds and trash does a great deal to beautify your airport.

Your airport is the front door to your community. Why not do your part to keep it looking good and operating properly?



Be sure to replace those windsocks that are worn.



Is this your windsock?



If your runway lights look like this, they definitely need some repair.

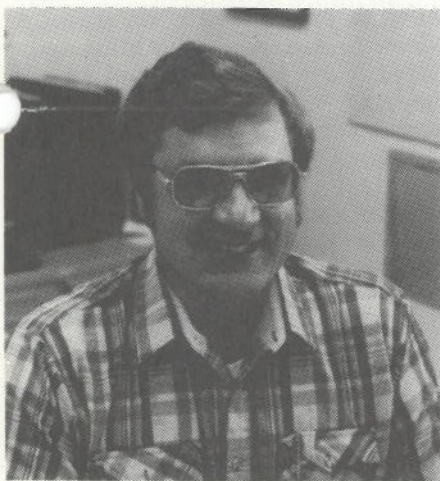


When was the last time your airport beacon was serviced?



Repair cracks and pot holes on paved surfaces and repaint the runway markings.

Navigational Aids



By: Jerry Burrows
Aviation Representative

POLSON NDB

The Polson H-Marker 275 kHz was completely refurbished recently. Technician Nick Poncelet and myself replaced the overhead antenna system, cleaned and soldered the underground counterpoise wires, added lightning and voltage surge protectors and generally updated and improved the system.

Our request to provide a standard instrument approach procedure utilizing the Polson NDB is being developed by the FAA.

NEW UNICOM FREQUENCY

123.0 mHz is the new aeronautical advisory station frequency for Glacier Park International Airport. This new frequency is effective immediately and should be used by pilots intending to land or depart at GPI and should be used to call in the blind should the unicom not be in service.

The change was brought about due to the confusion between Kalispell City Airport and GPI which were both previously on 122.8. Kalispell will remain on 122.8.

The Mark of the Pro

Pilots who routinely fly over the vast expanses of Montana wilderness are susceptible to a perceptual phenomenon common to humankind since it started using means other than foot power to travel about. A man who travels on foot is constantly aware of the amount of time and trouble it takes to cover a certain distance over the ground, especially when obstacles such as rough terrain, rivers and mountains are encountered. The advent of horseback, and later automobiles, tended to cause people to perceive distances differently. Distances "shrank" both in terms of time and the hardship required to overcome them.

When traveling by air in a small aircraft across Montana, especially when the route has been covered routinely many times before, it is easy to perceive the distance between Lewistown and Kalispell, for example, as simply a line a mere 15 inches long connecting the two towns on a map that fits snugly in one's lap. And, because the flight has been successfully performed on many other occasions without any trouble, mechanical or otherwise, the assumption sometimes follows that flying is much like driving the family car for

an errand at the local drugstore.

Most pilots are positive thinkers — that is, we do not undertake a flight when we sincerely believe the outcome will be a crash or a forced landing. We tend to look on the bright side even when we make errors in judgment, and sometimes the positive thinking comes closer to resembling wishful thinking. The "pro" does not allow wishful thinking to intrude on the flight planning process. A hard-headed realist, he knows that a good pilot forces himself to think negative and unthinkable thoughts from time to time — thoughts like engine failure, unforecast bad weather, bird strikes, contaminated fuel, etc., and these thoughts goad him into doing a little more checking and planning than he otherwise might have done.

The idea of a forced landing is certainly a negative one — the trip is supposed to end up at the destination, not a hundred miles from nowhere on top of a cold, snowy ridge. But our hard-headed pro is not fooled into accepting a three or four-inch line on a map as an insignificant distance. He knows, because he has thought long and hard about it, that if his plane is forced down (for whatever reason) enroute, he and his passengers could find themselves stranded in extremely primitive surroundings, miles away from any source of assistance. He realizes that the distance involved can become very vast, and even the idea of walking out could be complicated by inadequate survival equipment and the possibility of injuries sustained in the unplanned landing.

The pro has thought these "bad" thoughts and has left his mark on the system — that mark being a weather brief and an accurately filed flight plan which describes his route of flight in sufficient detail so that it can be efficiently re-traced should he be forced down enroute. Then he follows the described route, makes position reports and advises of any deviation.

VFR flight plans, properly utilized, continue to be one of the distinguishing marks of a professional pilot, whether he be a private pilot with very few hours or an ATP with many thousands.

(Adapted from Utah Aviation News)

Calendar

May 17 — Flying Farmers Fly-In, Dick Strouf's, Moccasin.

May 29-31 — Wyoming Flying Farmers Convention, Holiday Inn, Gillette.

June 1 — Yellowstone Airport, West Yellowstone, Montana, reopens for the season. Free pilots campground. Contact Ron Dent for details (406) 646-7631.

June 6 — 99s meeting, Miles City, bring picnic lunch, 10:00 a.m.

June 7 — Flying Farmers Fly-In, Langhus Ranch, Big Timber.

June 8 to 17 — Bozeman Aerospace Teacher Workshop, Montana State University.

June 12 to 14 — Montana Pilots Association Convention, Glasgow. Contact Doug Campbell in Glasgow for details, 228-4876.

June 15 to July 3 — Butte Aerospace Teacher Workshop, Butte Tech.

June 15 to 26 — Helena Aerospace Teacher Workshop, Carroll College.

June 15 to July 2 — Kalispell Aerospace Teacher Workshop.

June 16 to 18, 23 to 25 — Great Falls Aerospace Teacher Workshop, College of Great Falls.

June 18 to 20, 25 to 27 — Havre Aerospace Teacher Workshop, Northern Montana College.

June 22 to July 2 — Billings Aerospace Teacher Workshop, Eastern Montana College.

June 28 — Flying Farmers Queen Marilyn Lewis Fly-in, Ware, northwest of Lewistown.

July 7 & 8 — FAA Mechanics Examiners Clinic. Coach House East, Helena.

July 9 — FAA IA Discussion meeting. Coach House East, Helena.

July 11 — Malmstrom Open House — Navy Blue Angels.

July 11 & 12 — Seeley Lake Flying Farmers Fly-In.

July 15 to 17 — Western States Regional Search and Rescue Advisory Council Meeting, Helena. More to come.

July 18 & 19 — Schafer Meadows Fly-In.

July 26 to 31 — International Flying Farmers Convention, Calgary, Alberta.

July 31 — Butte Air Show, Bert Mooney Airport. Snowbirds, Canadian Reds and more. To begin at 6 p.m.

August 1 & 2 — Airshow Alberta '81. More details to come.

August 7 to 9 — Beacon Star Antique Airfield Fly-In. Sponsored by the Montana Antique Aircraft Association.

August 17 to 23 — Aviation Appreciation Week in Great Falls.

September 25 to 27 — North Dakota Flying Farmers Convention, Holiday Inn, Jamestown.

October 3 — Helloween Air Race, Great Falls to Jackpot.

October 9 & 10 — Flying Farmers Convention, Yogo Inn, Lewistown.

October 23 to 25 — Saskatchewan Flying Farmers Convention, Derrick Motor Hotel, Estevan.

Fire!

A Montana forest or range fire is no place for sight-seeing by plane.

The Departments of Agriculture and Interior contract numerous light, medium and heavy fixed-wing and rotor wing aircraft to aid in fire suppression. During daylight hours any combination of these aircraft will be coordinated by an Air Attack Boss, not necessarily limited to large fires.

In periods of extended dry weather and high temperatures, the fire spread index is high enough to warrant automatic dispatches of helicopters and fixed-wing air tankers carrying fire retardant material. These large air tankers are usually accompanied by a light twin whose mission is to lead in the heavy, less maneuverable air tankers for their dropping runs.

Pilots of both the air tanker and lead plane are concentrating heavily on the fire and communicating between themselves on a discrete frequency (AIM Part I). The lead plane will also be receiving instruction about the next drop from the Air

Attack Boss who may be in the air in a helicopter, positioned for the best observation and radio communication with the Fire Boss.

Normally these large air tankers are assigned to orbit a minimum of 2,500 feet above the highest terrain. The lead plane will be in and out of various altitudes while sizing up the air and terrain obstructions before leading in another tanker drop. Some fires may offer terrain separation and air space for maneuvering. It would not be uncommon for the Air Attack Boss to assign his fixed-wing tankers and helicopters equipped with water buckets and retardant tanks to dropping missions at the same time.

Consequently, air space full of heavy smoke, turbulence and many other aircraft on discrete frequencies is not the place for the casual onlooker. It becomes necessary for the Air Attack Boss to ask for a temporary air closure above the fire, usually 2,000 to 4,000 feet AGL and extending in a radius of sufficient miles to insure a safe air space. A Notice to Airmen (NOTAM) is authorized under FAR 91.91 and an Air Space Closure is established to prevent unsafe congestion over the fire.

Editor's Note: I appreciate the cooperation of Jim Scofield, Helicopter Operations Specialist, U.S. Forest Service, in providing the above information.

Written Test Examiners

The Federal Aviation Administration has designated several individuals around the state as FAA Written Test Examiners to provide better service to the aviation public. Instead of having to travel long distances to an FAA office to take a written test, applicants in several areas can do so through the local written test examiner. These tests can often be administered at night and weekends, or other times convenient for the applicant.

The written test examiners in the Helena district are: (for written tests only):

Great Falls area: Will Willbanks, Rocky Mountain Air, Inc., International Airport, RR 4, Box 4032, Great Falls, MT 59405, Telephone: 761-4040.

Butte area: George Wetherell, 3337 Keokuk, Butte, MT 59701, Telephone: 494-2455.

Bozeman area: Carol L. Fechter, Sunbird Aviation Bldg., Box 23, Belgrade, MT 59714, Home Telephone: 388-6827, Business Telephone: 388-1351.

Missoula area: Mary Severy, P.O. Box 7304, Missoula, MT 59807, Home Telephone: 728-2836, Business Telephone: 543-8361.

Kalispell area: Kenneth E. Byers, Route 7, 1667 Stag Lane, Kalispell, MT 59901, Telephone: 755-0714.

All of these examiners can administer any FAA written exam except for the military competency exams and the instrument foreign pilot exam. If they do not have an exam you would like to take within their inventory of exams, the examiner can get it for you from the Flight Standards District Office.

Written tests may still be taken Monday through Friday at the Billings Flight Standards District Office (formerly GADO) from 8:00 a.m. to 4:30 p.m. except legal holidays. Written tests are only administered on Tuesdays and Thursdays at the Helena Flight Standards District Office.

Big Sky Achieves Record Revenues, Earnings

Big Sky Airlines achieved sharply higher operating results for the third fiscal quarter ending March 31, 1981.

Terry Marshall, President and Chief Executive of the 2½ year old airline, reports the company experienced three straight profitable months to record its best quarter ever.

He reported operating revenues for the third fiscal quarter amounted to \$1,677,077, an increase of 228 percent over the \$508,284 of a year earlier. Operating earnings for the

quarter were \$162,249 compared to a loss of \$346,531 last year. Net earnings, reflecting \$137,761 in interest expense on outstanding debts, were \$45,060 compared to a net loss of \$358,981 in the same quarter last year. Earnings per share of 2 cents compared to a loss of 21 cents last year.

There was considerable improvement in the nine-month performance although the young company that went public just a year and a half ago showed a small operating loss.

Revenues climbed dramatically to \$4,638,783 from \$1,589,471. Operating earnings were \$237,502 compared to a loss of \$919,471 a year ago. Net earnings showed a loss of \$38,090 versus a loss of \$1,034,994 while earnings per share lost 2 cents compared to a loss of 74 cents.

Big Sky's revenues included federal subsidies of \$422,558 for the third quarter, and \$1,291,245 for the nine months.

The turn around in Big Sky's performance is most gratifying," Mr. Marshall said, "and the outlook appears promising."

Passenger revenues continue to climb and the number of air freight shipments continues to increase. He also cited expanded service to Devils Lake and Grand Forks, North Dakota as a factor in Big Sky's fine third quarter, as well as the decline in the prime rate and revenue contributed from nonoperating sources.

Mr. Marshall said Big Sky is optimistic about its future and he projects continued profitable growth. Service linking Bismarck and Jamestown, North Dakota with Minneapolis/St. Paul will be inaugurated June 15.

Pilot Aids

Montana Aeronautics Chart	\$2.00
Montana Airport Directory	\$2.00
Annual Subscription to Montana and the Sky	\$2.00

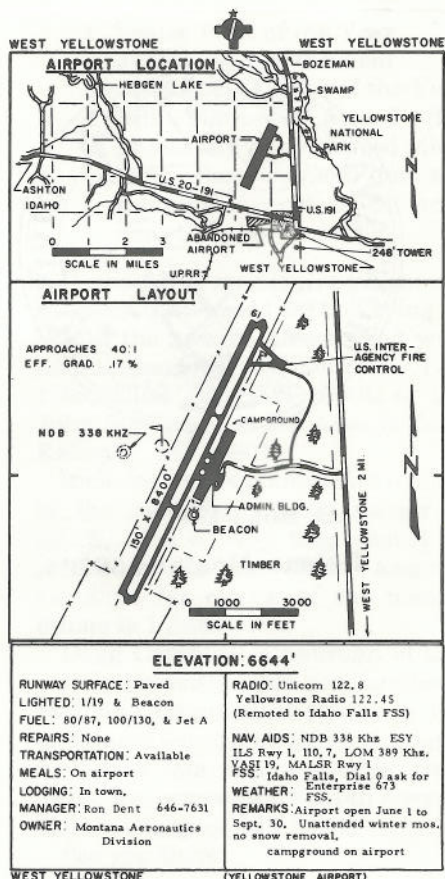
Yellowstone Airport Opens June 1

The Yellowstone Airport, located two miles north of West Yellowstone, Montana, will officially reopen for the 1981 season on June 1, 1981.

Frontier Airlines and Aspen Airlines will provide scheduled airline service to Yellowstone this summer. Hertz, Avis and National Car Rental agents will operate from the terminal building, as will the Yellowstone Park Company which provides bus tours through the national park.

Yellowstone Aviation, the fixed base operator, offers both avgas and jet fuel, as well as flight instruction, charter and scenic flights.

The airport will remain open throughout the summer and will close for the winter on October 1, 1981. Contact Ron Dent at our office if you should have any further questions.



CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Chris R. Osler, Fortine
LeRoy W. Hoversland, Polson
Terry M. Benson, Forsyth
Scott F. Reynolds, Malta
Barbara A. Lockman, Poplar
William E. Roper, Silver Star
Fred C. Hirschy, Jackson
Jean G. Welch, Townsend
Thomas C. Borland,

White Sulphur Springs

Vance W. Thurston, Richland
Robert W. Nelson, Belgrade
Marcel Solum, Rudyard
Russell A. Karhoff, Townsend

Darrel L. Folkvord, East Helena
Dennis J. Popp, Helena
Michael H. Webber, Sidney
Frederick F. Kindle, Malta
Scott J. Water, Malta
Clyde H. Robinson, Dodson
Dannie B. Williams, Landusky
Hugh D. Ford, Billings
Rob C. Moran, Crow Agency
Leo C. Dutton, Sand Springs
John P. Murray, Hardin
Lester R. Krenzer, Billings
Rodney L. Baird, Billings
Russel S. Adams, Billings
Robert C. Ness, Billings
Ronald Harmon, Havre (Heli)

INSTRUCTOR

Paul R. Schulz, Billings
Gary L. Potter, Billings

INSTRUMENT

Gary L. Boe, Missoula

Thomas W. Helm, Miles City
Roy G. Hollandsworth, Brady
Dan J. Simpson, Lewistown
(Commercial)

MULTI ENGINE

Patricia A. Dower, Butte
(Add to ATP)
Robert E. Fischer, Jr., Billings
(Commercial)
Claude Parks, Jr., Butte

ATP

Patrick E. Dvarishkis, Glendive
Daniel E. Owen, Billings

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE— "To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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Don't Miss the Montana Pilots Association Convention—Glasgow—June 12 to 14